
Water Based Activities –COMPETITORS, RIB DRIVERS AND CREW, RACE OFFICERS and HELPERS at the Contessa Regatta at the Royal Solent Yacht Club 1st & 2nd June 2024

Organisation name: Royal Solent Yacht Club

Assessment carried out by: Chief Race Officer, Rear Commodore Sailing

Date assessment was carried out: 30th May 2024

The Royal Solent Yacht Club (the 'Club') has carried out this Risk Assessment of the sailing activities during the RSYC Contessa. The sailing activities involve competitors, RIB drivers and crew, Race Officers, Club staff and helpers.

During the Regatta, the Club will be running racing for Contessa 26, 28, 32, 35 sailing boats.

Racing will be run from a Committee Boat 'Countdown' and races will end at the Finish boat 'Bear' in the Western Solent.

No one may participate in racing unless they have completed fully the Condition of Entry Form and they have read and understood this Risk Assessment. Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. This activity is for competent people capable of making their own decisions and sailing without support from others. The responsibility for a boat's decision to participate in the activity is hers alone.

What are the hazards?	Who might be harmed and how?	What are you already doing to control the risks?	What further action do you need to take to control the risks?	Who needs to carry out the action?	When is the action needed by?	Date Assurance Provided
Communication system not clear	All participants if race management is affected or any issue arises	<ul style="list-style-type: none"> - VHF radio protocols to be followed by Race Officers and RIBs - Ensure adequate numbers of VHF radios are available and are carried by all competitors - Courses to be communicated as per Sailing Instructions and repeating at regular intervals over VHF radio. - Results to be on Club website 	Review daily	CRO and Race Officers.	On each day of racing	
Competitor gets into difficulty and requires urgent assistance with their boat	Sailors and RIBs	<ul style="list-style-type: none"> - Following standard sailing protocols - Buoyancy aids/floatation devices are recommended to be worn on the water. CRO and Race Officers may require buoyancy aids/floatation devices to be worn if conditions mean that it is appropriate to do so. Clear protocol to communicate requirement to competitors - Wind and sea conditions to be considered to assess hazards for sailors and RIBs. - CRO and Race Officers to assess adequacy of RIB cover given numbers, experience and wind/tide conditions - Upper wind speed limit to apply. - Radios to be used on RIBs for communication with shore team and CRO with protocols followed to summon rescue. 	All racing to be closely monitored by CRO, Race Officers and Boatmen and immediately cancelled/abandoned if the wind/sea conditions are becoming more than acceptable.	CRO Race Officers RIB drivers	On each day of racing	

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Competitor gets into difficulty in the water and requires assistance getting out of the water	Sailors and RIBs	<ul style="list-style-type: none"> - As above - Standard RSYC Protocol - RIBs to follow rescue procedures as set out in the Support Boat Briefing - Radio communications and protocols to summon external assistance if required 		Sailors and RIB drivers and crew	On each day of racing	
First Aid including Basic Life Support	RIBs and sailors	<ul style="list-style-type: none"> - As above - Endeavouring to minimise the actual risks of sailing - Defibrillator on <i>Marksman</i> if required - Perform only Chest Compression BLS. - Follow UK Resuscitation Council Guidance +/- RYA recommendations 		RIBs, other sailors,	On each day of racing	
Other vessels in the Solent, including ferries	Sailors, Committee vessels and RIBs	<ul style="list-style-type: none"> - Sailing Instructions draw attention to need to give ferries and commercial vessels priority and room - Notification about Regatta to other Clubs 		Sailors, Sailing Office	Immediately prior to and throughout the Regatta	
Decision to race	Sailors and RIBs	<ul style="list-style-type: none"> - Decision to race on the grounds of wind strength, will be made by a Committee of the Chief Race Officer and Rear Commodore Sailing 		RCS, CRO	On each day of racing	